

Patent Claims

1. A semi-submersible deadweight cargo vessel with
floodable and freeable bottom and side tanks for
5 loading and unloading cargo in accordance with the
float-on/float-off and/or roll-on/roll-off method, with
diesel engines, as main machines, and a transverse
thrust device in the forebody in order to improve the
maneuverability, in which the attitude can be trimmed
10 with respect to the cargo by introducing water ballast
into upper and lower tanks, characterized in that the
diesel engines are part of a diesel-electric drive
system, the diesel-electric drive system being arranged
15 in the forebody and supplying power to at least one
electric azimuth rudder propeller arranged under the
stern, the loading area being embodied as a planar
transport platform, and the azimuth rubber propellers
permitting, together with the transverse thrust device,
precise position control during lowering, even when
20 there is a considerable wind force.
2. The semi-submersible deadweight cargo vessel as
claimed in claim 1 claims 1, characterized in that the
azimuth rudder propeller is embodied as an azimuthing
double rudder propeller.
- 25 3. The semi-submersible deadweight cargo vessel as
claimed in claim 1 or 2, characterized in that the
transverse thrust device is driven electrically.
4. The semi-submersible deadweight cargo vessel as
claimed in one of claims 1 to 3, characterized in that
30 the transverse thrust device can be controlled from a
central navigation console in the wheelhouse and from
two bridge side wings.
5. The semi-submersible deadweight cargo vessel as
claimed in one of claims 1 to 4, characterized in that

the flooding and freeing of the bottom and side tanks can be controlled from a control console on the rear side of the wheelhouse.

6. The semi-submersible deadweight cargo vessel as
5 claimed in one of claims 1 to 5, characterized in that switching and signaling boards are accommodated in a sound-insulated machine control room.

7. The semi-submersible deadweight cargo vessel as
claimed in one of claims 1 to 6, characterized in that
10 the main machines are provided with sound dampers.

8. The semi-submersible deadweight cargo vessel as
claimed in one of claims 1 to 7, characterized in that the diesel engines can be operated with heavy oil which has a viscosity of approximately 3,500 s Redwood.

15 9. The semi-submersible deadweight cargo vessel as
claimed in one of claims 1 to 8, characterized in that diesel engines which can be operated with marine diesel oil are provided as auxiliary machines.

10. The semi-submersible deadweight cargo vessel as
20 claimed in claim 9, characterized in that the auxiliary machines are installed on a vibration-damped base.

11. The semi-submersible deadweight cargo vessel as
claimed in one of claims 1 to 10, characterized in that
25 the exhaust gas line of the drive system is movably arranged.

